

**T. HELENS MIST**

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## SUBSCRIPTION RATES

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and notices 25 cents per line.**ST. HELENS COUNTY OFFICIAL PAPER****A SLAP IN THE FACE.**

Ever since the State Highway Commission requested the resignation of Major Bowlby as Highway Engineer, it has been the evil purpose of the Portland Journal and a number of the Portland members of the Automobile Clubs of that city to bring pressure to bear upon the Commission to reconsider the action, and at last it appears that sufficient pressure has been put on to accomplish the purpose. The Journal, which has been its strong partisanship, has been making a wonderful fight through its editorial columns to re-seat Major Bowlby. It has gone to extreme lengths in alleging the competency and honesty of the Major. It has done so for purpose and that purpose could not be achieved if a careful and unprejudiced investigation should have been made by the Journal. As long said, that the feeling in Columbia County against Major Bowlby was a local one and that there was no merit in the charges which have been preferred against the State Highway Engineer, but in all of these statements they fail to state that during the expenditure of nearly half a million dollars on roads to Columbia County under the direction of the State Highway Engineer, that failed to go over or upon those roads or to protect the work even one time. He never did the work. The Journal fails to tell the people that Major Bowlby assured the people of Columbia County that the surveying of the roads here would cost not to exceed \$12,000, that when his surveys were finished the bill had run up to about \$28,000. The Journal fails to tell the people that in estimating the contracts on the Tide Creek-Clatsop County road, 38 miles of road under his supervision by his subordinates, cost Columbia County nearly \$30,000. It fails to tell of the assistance given by Major Bowlby to the taxpayers and the Court of Columbia County. It may be that the rights-of-way along the roads in Columbia County had practically all been secured, and that there were only a few more and they would cost but a dollar, but the records in this county show that no rights-of-way have been secured and that after a statement by Major Bowlby, the County Court was required to start 80 cases of condemnation to secure the rights-of-way which the Major had assured were already obtained. It fails to tell of the great discrepancies and incompetency displayed by the State Highway Engineer in his work in this county. All these little things are of no significance when the Journal desires to accomplish its purpose. After the disclosures and accusations made against the State Highway Engineer before the Senate Committee with the consequent resignation of the State Highway in demanding his resignation, it would seem that the least that could have been done by the members of the State Highway Commission was to have made a thorough investigation of those charges. That could only be done by an examination of the records and the work in this county. If the Journal desires to lay before the people of Oregon the real facts in this matter, instead of following a strictly partisan and personal course, it would make an examination. It would not say that it was purely a local quarrel. It would not insist on contracting the records and exploiting the work of the State Highway Engineer in Columbia County. It would be fair to itself and to the public. But to judge from its course in this matter it does not care for the pocket books of the taxpayers who have been deceived nor for the money paid out by them for which no value was received. It pays no attention to competency or reliability. It has its own purposes to accomplish. Its own ends to gain. It has been successful. The people who pay the money are not taken into consideration. They have no rights. They have been slapped in the face. Major Bowlby must be retained at all costs.

Then there is S. Benson who is very much interested in retaining Major Bowlby in his position. Just why, it is hard to explain but there must be a reason. If Mr. Benson desires to have Major Bowlby spend his money there can be no possible objection but it would seem that there are other people in Oregon whose money is being spent and they should have some little say as to how it is expended.

However, the State Highway Commission has decided to retain Major Bowlby, as dis-

patches say, until he finishes his work in Hood River and Columbia Counties, and there is nothing left for us to do only to take our medicine and say we like it. The Journal, Mr. Benson, Mr. Hill, and a few others seem to have the upper hand in this controversy and with this condition prevailing Columbia County taxpayers will continue to pay their taxes to be spent by a man who has demonstrated his unfitness for the position.

If Major Bowlby is retained until the work started by him in Columbia County is finished he is fairly sure of a life job, for there will not be enough money raised in the county during the next fifty years to complete the job if the money is expended as judiciously? as it was the past year.

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**ORGANIZE.**

In nearly every city in Oregon the size and importance of St. Helens there are organizations of business men. There are Commercial Clubs, Booster Clubs, Merchants Associations and various other bodies looking toward the growth and development of the city. In St. Helens we have a sickly Commercial Club which meets occasionally and takes up some matter of importance and then adjourns until some other thing comes up which needs attention. The membership is limited to about a dozen who take any interest in it, but even that kind of an organization has accomplished some things. There are matters arising every week in St. Helens which demand the attention of the men who are interested in the city. There should be all means be a live organization. There should be two or three live organizations. In addition to a Commercial Club there should be a Merchant's Association, providing for the getting together of these men occasionally for their own good and for the benefit of their customers. That kind of an organization could accomplish a great deal of good. In the great campaign of education being waged by Oregon people to use Oregon goods, a merchants organization could be of material assistance. They should have an organization strong enough to say to the manufacturers of Oregon goods, that we will use Oregon goods if you will let the people know what are Oregon goods. They could meet and adopt measures that would mean a system of extending credits that would result in much saving in the long run.

There are opportunities in St. Helens for development and advancement and it certainly would be good business judgment on the part of its citizens to organize and encourage that development.

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**THE LEGISLATURE.**

After being in session for forty-one days the Oregon Legislature has adjourned. Some important legislation was enacted and considerable that was not so important. Chief among the important bills passed were the Prohibition act and the Compensation law amendments. In the matter of appropriations it is reported that nearly a million dollars less were appropriated than was appropriated two years ago, but it is quite probable that when the sums are all totaled up it will be found that little economy has resulted. The chief claim to fame of the 1915 Legislature as a whole was the politics played by a number of the members. Old timers say that for pure, unadulterated politics this session was entitled to the prize. Further comment is unnecessary.

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**THE WARRENTON NEWS.**

The Warrenton News, Volume 1, Number 1, published by E. H. Flagg, at Warrenton, Oregon, reached our desk this week and we want to congratulate Brother Flagg on the paper he produced. Warrenton is the place where the Hill interests have been spending some money, and will spend some more, totaling probably a million or thereabouts for docks and railroad yards, etc. It is the place where the big ships of the company, Great Northern and Northern Pacific will start from on the run to San Francisco and where the S. P. & S. Railway Company will connect with the boat service. In Brother Flagg's paper are items telling all about this city with a future and the faith in the town, and the appreciation of the business men for the newspaper established there is shown in the number of attractive ads in the News. Mr. Flagg is a veteran newspaper man and knows the game from the beginning so there can be no doubt of his success in his latest venture.

Had any one kept a close account of the number of men reported killed and captured in the European War the totals would be something enormous. Germany reports millions of Allies killed. The Allies report more millions of the Germans and Austrians killed. These reports are of equal reliability to the reports as to who is to blame for the war. With the people of this country it is just a question of whose side you are in sympathy with.

**FATHER WRITES SLOGAN  
SON DONATES POSTER**1915 Rose Festival Receives Work of  
Art from Famous Oregon Boy.

Portland's 1915 Rose Festival has a unique poster—the most artistic ever used and it is the work of an Oregon boy, Fred G. Cooper, now one of the world's foremost artists. His father, J. C. Cooper, of McMinnville, Oregon, wrote the winning slogan, "The Whole World Knows the Portland Rose." At his father's personal request young Cooper donated the poster to incorporate the slogan. Portland has co-operated with Seattle, Tacoma, Walla Walla and Spokane in securing conventions that will bring more than 250,000 visitors to Washington and Oregon.

**DEATH BY INDUSTRY.**A Campaign to Reduce the Casualty  
List in Coal Mines.

Washington, Feb. 21.—The 1914 casualty list for the army of three-quarters of a million men employed in American coal mines, just made public by the United States Bureau of Mines, shows that 2,451 men were killed.

Comparing the deaths with the year 1913, there is a decrease of 334, or one man less killed for nearly every day in the year.

"Shocking as is the violent death of 2,451 men in a year's time by a peaceful industry," said Van H. Manning, Acting Director of the bureau, "the men of the bureau who are engaged in the campaign to reduce this casualty list find, in comparison with other years, some facts that are rather comforting and some indications that the improvement noted in the saving of life will be further accentuated as the years pass.

"In the first place, coal mining in 1914 cost the lives of 3.3 men in every 1,000 employed, while in the year 1913, the death rate was 3.73. That reduction alone means a saving of more than 300 lives.

"The number of miners killed for every one million tons of coal mined in 1914 was 4.81. In the year 1913, there was 4.89 miners killed for every one million tons mined. With the exception of the year 1912, the 1914 rate is the lowest yet recorded for the United States.

"The amount of coal produced for each miner killed in 1914 was 208,078 tons, which is the largest amount on record with the exception of the year 1912.

"There was 316 lives lost in disasters in which more than five men were killed, which is a reduction of 148 deaths when compared with the disasters of 1913.

"When the Bureau of Mines began its work, the main cause of great disasters in the coal mines of the United States, was the explosion of coal dust. This phase of the problem was taken up more vigorously than any other and it is indeed gratifying to the bureau that the explosions from coal dust in 1914 have decreased 96 per cent from the previous year.

"While the Bureau of Mines is leading in this national movement to reduce the number of deaths in the mines, it realizes fully that not much progress could be made, were it not for the helpful co-operation it obtains from the state bureaus, the miners themselves, the operators and various other agencies. The improvement being made may rightfully be credited to more careful inspection by the State inspectors; better enforcement of laws and regulations by the operators; a better realization of the dangers attendant upon the miner in his daily work and his efforts to reduce accidents due to the educational campaign conducted in his behalf; the extended use of safety lamps in doubtful mines; the use of permissible explosives that have been passed by the Bureau of Mines; the wetting of dusty mines to prevent explosions of coal dust; the first-aid rescue training which saves lives that otherwise might be lost by reason of injuries received; the enactment of industrial accident co-operation laws; and last but not least the fine spirit of co-operation on the part of all concerned.

A Scot private writes that most of the wounded Highlanders are hit in the legs because tartan trews and hose and bare calves make good targets for long-distance shooting.

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